Amendments to the Specification:

Please replace the paragraph beginning on page 2, line 19 with the following amended paragraph:

Given the relatively small size of most trolling motors, they are typically structured only to be positioned into the water while they are being used. While the boat is traveling at normal speeds under power of the main motor or motors, the trolling motors are normally disposed in a stowed position out of the body of water. This is so as to eliminate drag from the trolling motor as the boat moves through the body of water and, perhaps more importantly, to prevent damage to the trolling motor by the force of the water and/or to the hull of the boat by the trolling motor being forced into contact with the hull.

Please replace the paragraph beginning on page 3, line 4 with the following amended paragraph:

A variety of devices have been developed to deploy one or more trolling motors from a boat, once it has arrived at a location where the trolling motor is to be used. Many of these devices are structured to temporarily dispose the trolling motor in an operable position into the body of water overtop of a portion of the hull, where at least a portion of the trolling motor and/or the trolling motor mounting assembly extends upward above the portion of the hull. Such mounting devices, however, present a potential point

for entangling fishing line, either while casting out line, reeling in line, or by a fish which has taken the bait and is running with the line. Also, such devices are typically structured to dispose the trolling motor off either side of the boat near the bow, which results in an offset, forward steerage point, which makes maneuvering the boat more difficult, and maneuvering the boat at low trolling speeds is difficult at best, even under ideal boating conditions. These devices also typically require the operator to manually align the angle and set the depth and distance from the hull of the boat at which the trolling motor is deployed, which are all critical factors with regard to the operating efficiency of the trolling motor[[,]]. [[as]] As such, these devices are often deployed at an angle, depth, and/or distance which does not permit maximum operating efficiency. In addition, these devices typically require the operator to physically adjust the speed and direction of the trolling motor via a shaft or handle located on the trolling motor assembly itself, thus restricting the operator's ability to move freely about the boat to fish.

Please replace the paragraph beginning on page 5, line 22 with the following amended paragraph:

As such, it would be beneficial to provide a trolling motor deployment assembly which would allow an operator to quickly and easily deploy at least one trolling motor into at least one

predetermined deployed position, wherein the predetermined deployed position is located in [[into]] undisturbed, "clean water." It would be a further benefit for such a deployment assembly to be structured to dispose a pair of outboard trolling motors into at least one predetermined deployed position. As such, each of the pair of trolling motors is disposed at an equal lateral distance from opposite sides of the boat and at an equal depth below a normal surface of the body of water. In addition, it would be helpful for any such trolling motor deployment assembly to deploy the trolling motors such that thrust generated by each of the trolling motors is maintained substantially parallel to a longitudinal centerline of the boat, to assure optimum operating efficiency of the trolling motors. Furthermore, any such trolling motor assembly would preferably be structured such that no portion of the mounting assembly or trolling motor is disposed above any side wall of the boat while the trolling motor is disposed in an operative position. Also, it would be beneficial for such a trolling motor assembly to include a control assembly structured to permit an operator to control the speed and direction of the boat from a location remote of the trolling motor, such that the operator is free to move about the boat to fish.

Please replace the paragraph beginning on page 7, line 9 with the following amended paragraph:

The system of the present invention also comprises a deployment assembly having at least one pair of positionable mounting members each operatively engaging a different one of the outboard trolling motors. One embodiment [[of]] comprises the deployment assembly [[is]] disposed in an interconnecting orientation with a transom of the boat and is structured to facilitate rotatably positioning each of the outboard trolling motors along a substantially arcuate path of travel between a stowed position and at least one predetermined deployed position. In addition, the deployment assembly is structured to maintain the thrust axis of each of the outboard trolling motors disposed substantially parallel with the longitudinal centerline of the boat at each point along the substantially arcuate path of travel.

Please replace the paragraph beginning on page 7, line 22 with the following amended paragraph:

[[At]] In at least one other embodiment, [[of]] the deployment assembly is structured to facilitate rotatably positioning each of the outboard trolling motors along the substantially arcuate path of travel between the stowed position and any one of a plurality of predetermined deployed positions. Each predetermined deployed position being at least partially defined by each of the outboard trolling motors disposed laterally outward from an opposite side of the stern of the boat into a substantially undisturbed, or clean

water, portion of the body of water.

Please replace the paragraph beginning on page 10, line 1 with the following amended paragraph:

The present invention is directed to an outboard trolling motor deployment and control system for a boat, generally as shown at 10 throughout the figures. More in particular, the system 10 of the present invention is structured and disposed for use on a boat which is afloat in a body of water. The system 10 comprises an outboard trolling motor assembly 12 including at least one outboard trolling motor 14. In one preferred embodiment, the outboard trolling motor assembly 12 comprises at least one pair of outboard trolling motors 14.

Please replace the paragraph beginning on page 10, line 10 with the following amended paragraph:

The outboard trolling motor assembly 12 of the present invention has at least one thrust axis 17 disposed substantially parallel to a longitudinal centerline 18 of the boat. The thrust axis 17 essentially defines a direction of an amount of thrust generated by the outboard trolling motor assembly 12 which propels the boat. Thus, by maintaining the thrust axis 17 substantially parallel with the longitudinal centerline 18 of the boat, the operating efficiency of the outboard trolling motors 14 may be

maximized. In particular, the operating efficiency is maximized as a result of the full force of the thrust being directed exactly opposite to a direction of travel of the boat. Any deviation of the direction of the thrust axis 17 from being substantially parallel with the longitudinal centerline 18 of the boat results in some amount less than the full force of the thrust being exactly opposite the direction of travel of the boat, and as such, only some amount less than the full force of the thrust is available to propel the boat.

Please replace the paragraph beginning on page 11, line 1 with the following amended paragraph:

More in particular, the outboard trolling motors 14 of the present invention are of the type structured to propel a boat at low speeds [i.e. trolling speeds] while creating only a minimal disturbance to the surrounding water, such as, via a wake. Typically, trolling motors 14 comprise small electrically powered motors to further minimize the amount of disturbance created via motor noise, however, it is understood to be within the scope of the present invention for alternate power sources to be utilized to energize the outboard trolling motors 14 of the present invention. The outboard trolling motors 14 include a ~~propellor~~ propeller 16 which is interconnected to the motor 14 via a drive shaft 15. Each of the outboard trolling motors 14 of the present invention [[are]]

is structured to generate an amount of thrust along a corresponding thrust axis 17[[,]]. [[each]] Each of the thrust axes 17 ~~being~~ is maintained substantially parallel to the longitudinal centerline 18 of the boat, thereby permitting the maximum operating efficiency to be obtained from each of the outboard trolling motors 14, as described above.

Please replace the paragraph beginning on page 12, line 16 with the following amended paragraph:

In addition, the at least one predetermined deployed position may be further defined by each of the pair of outboard trolling motors 14 being disposed laterally outward from an opposite side of the stern of the boat such that the corresponding thrust axes 17 are submerged into a substantially undisturbed portion of the body of water, or "clean water," surrounding the boat. ~~and, in~~ In a preferred embodiment, each of the thrust axes 17 is further disposed substantially parallel to the normal surface of the body of water. Thus, the predetermined deployed position provides proper lateral, axial, and vertical placement of each of the outboard trolling motors 14 to assure uniform propulsion from each under normal operating conditions, so as to further maximize operating efficiency.

Please replace the paragraph beginning on page 13, line 4 with the following amended paragraph:

In at least one embodiment, the deployment assembly 20 of the present invention is disposed in an interconnecting orientation with a portion of the hull of the boat. In one preferred embodiment, the deployment assembly 20 is disposed in the interconnecting orientation with a transom of the boat, as illustrated throughout the figures. The deployment assembly preferably includes at least one pair of positionable mounting members 22, each being structured to operatively engage a different one of the pair of outboard trolling motors 14. At least one embodiment of the deployment assembly 20 of the present invention further comprises a pair of mounting sleeve mechanisms 24, each structured to interconnect a different one of the positionable mounting members 22 to the boat through a portion of the hull. Once again, in a preferred embodiment the portion of the hull of the boat is the transom, as illustrated in the figures. The mounting sleeve mechanisms 24 of the deployment assembly 20 of the present invention are further structured to ~~movable~~ movably interconnect, and in one preferred embodiment, to rotatably[[,]] interconnect the positionable mounting members 22 through the portion of the hull.

Please replace the paragraph beginning on page 14, line 20 with the following amended paragraph:

As further illustrated in Figure 5, one preferred embodiment of the deployment assembly 20 of the present ~~invention, and in particular, the~~ invention comprises the positionable mounting members 22 ~~of the present invention, each comprise~~ each including a positionable stop member 23. Each positionable stop member 23 is structured to facilitate disposing the corresponding outboard trolling motor 14 between the stowed position and the at least one predetermined deployed position. More specifically, in this preferred embodiment, the corresponding mounting sleeve mechanism 24 comprises at least one ~~at least one~~ deployment stop member 28. Further, as illustrated in Figure 5, the at least one predetermined deployed position is partially defined by a portion of the positionable stop member 23 abutting a portion of the at least one deployment stop member 28, such that further rotation of the positionable mounting member 22 in the direction of the abutting members is restricted.

Please replace the paragraph beginning on page 20, line 4 with the following amended paragraph:

The control assembly 30 of the present invention may also include at least one direction switch 34. In particular, the direction switch 34 is structured to allow operation of the

outboard trolling motor assembly 12 in either a forward direction or a reverse direction. In at least one embodiment, the control assembly comprises a plurality of direction switches 34, each structured to allow operation of a corresponding one of the at least one pair of outboard trolling motors 14 in either the forward direction or the reverse direction. This embodiment allows the operator to operate both of the pair of outboard trolling motors 14 in the same direction, so as propel the boat in either the forward direction or the reverse direction. Additionally, this embodiment permits the operator to operate the pair of outboard trolling motors 14 in opposite directions so as to turn and/or propel the boat in either a port direction or a starboard direction. As such, the control assembly 30 may be utilized to allow the operator to effectively steer the boat, without restricting the operator to the area immediately proximate the outboard trolling motors 14. In one preferred embodiment, the control assembly 10 of the present invention includes a master direction switch 35, the master direction switch 35 being structured to allow the operation of a plurality of outboard trolling motors 14 in either a forward direction or a reverse direction, substantially simultaneously.